



## **District 4 Pedestrian Advisory Committee (PAC) and Bicycle Advisory Committee (BAC) Joint Meeting**

January 23, 2019, 1:30 - 3:30 p.m.

Tamalpais Room 13-220 (13<sup>th</sup> Floor), 111 Grand Ave, Oakland  
Phone Bridge: (866) 434-5269; Participant code: 4197381#

# **AGENDA**

- |           |     |  |
|-----------|-----|--|
| 1:30 p.m. | 1.  | Welcome, introductions, and agenda review  |
| 1:35 p.m. | 2.  | Public comment   |
| 1:40 p.m. | 3.  | Review and approval of September 2018 PAC meeting summary  |
| 1:45 p.m. | 4.  | Review and approval of October 2018 BAC meeting summary  |
| 1:50 p.m. | 5.  | Introduction of new Maintenance Bridge Supervisor for pedestrian/bicycle paths and public facilities on toll bridges <ul style="list-style-type: none"><li>• James Province, Maintenance Toll Bridge Regional Manager</li><li>• Kevin Lassiter, Maintenance Bridge Supervisor</li></ul>                                      |
| 1:55 p.m. | 6.  | Caltrans Sustainability Program efforts on active transportation and mode share <ul style="list-style-type: none"><li>• Jeanie Ward-Waller, Caltrans Sustainability Program Manager</li></ul>  |
| 2:20 p.m. | 7.  | Discussion with Caltrans HQ Office of Standards & Procedures regarding PAC+BAC letter on guidance for facilities shared by bicycles and pedestrians <ul style="list-style-type: none"><li>• Antonette Clark, Chief, Office of Standards and Procedures</li><li>• Rebecca Mowry, Office of Standards and Procedures</li></ul> |
| 2:55 p.m. | 8.  | Status of Active Transportation Program Cycle 4 (2019), California Transportation Commission staff recommendations for Statewide Component <ul style="list-style-type: none"><li>• Sergio Ruiz, Caltrans staff liaison to the PAC+BAC</li></ul>  |
| 3:05 p.m. | 9.  | Status update on District 4 Pedestrian Plan <ul style="list-style-type: none"><li>• Greg Currey, District 4 Pedestrian and Bicycle Branch</li></ul>  |
| 3:10 p.m. | 10. | Strategy for continuing discussion on new mobility devices <ul style="list-style-type: none"><li>• Sergio Ruiz, Caltrans staff liaison to the PAC+BAC</li></ul>  |
| 3:15 p.m. | 11. | PAC 2018 Work Plan and topics for next PAC meeting: <ul style="list-style-type: none"><li>• March 27, 2019, 10 a.m. - 12 p.m.</li></ul>  |
| 3:20 p.m. | 12. | BAC 2018 Work Plan and topics for next BAC meeting: <ul style="list-style-type: none"><li>• April 17, 2019, 1:30 - 3:30 p.m.</li></ul>   |
| 3:25 p.m. | 13. | Announcements and information sharing  |



**District 4 Pedestrian Advisory Committee (PAC) Meeting  
September 26, 2018, 10:00 am - 12:00 pm  
Meeting Summary**

**PAC members in attendance:**

Carol Levine, Alameda County Resident  
Chris Johnson, California Walks, Walk San Jose  
David Simons, Santa Clara County Resident  
John Ciccarelli, San Francisco County Resident  
Natasha Opfell, Walk San Francisco  
Sara Muse, City/County Association of Governments of San Mateo County  
Steven Grover, Alameda County Resident

**PAC members who participated via teleconference:**

Adam Foster, Contra Costa County Resident  
Bjorn Gripenburg, Sonoma County Resident  
Kara Oberg, Metropolitan Transportation Commission  
Lauren Ledbetter, Santa Clara Valley Transportation Authority  
Leah Greenblat, Vice Chair, West Contra Costa Transportation Advisory Committee

**Non-members who participated in the meeting:**

Oscar Tsai, Steven Grover & Associates

**Caltrans staff in attendance:**

Sergio Ruiz, Pedestrian and Bicycle Branch Coordinator  
Greg Currey, Pedestrian and Bicycle Branch  
Dianne Yee, Pedestrian and Bicycle Branch  
Elliot Goodrich, Pedestrian and Bicycle Branch  
Jacob Buffenbarger, Pedestrian and Bicycle Branch  
Philip Rodriguez, Sustainability Manager, Division of Administration

**The following PAC members were not present:**

Chris Marks, Alameda County Transportation Authority

Continued on next page...

Agenda Item #1: Welcome and introductions, and agenda review

A quorum was present.

Agenda Item #2: Public comment

None.

Agenda Item #3: Review of approval of June 27, 2018 PAC+BAC meeting summary

Approved with minor corrections to the attendance summary.

Agenda Item #4: Continued discussion on new mobility devices

There are two new legislative changes: Electric scooters would be allowed on roadways with speed limits up to 35 MPH (higher if within a Class IV bikeway) and adults are not required to wear helmets.

Discussion and comments:

- The definitions of the three class types (Class 1, 2, 3) of electric bicycles are confusing.
- Suggestion to post speed limits on Class I paths—however, bicycles would need to have odometers so that people can comply.
- Suggestion to use design elements that indicated shared use, in order to reduce bicycle speeds.
- There are inconsistencies in definitions of these devices (number of wheels, floorboard, etc.). Caltrans cannot change these definitions.
- Caltrans can make decisions on signage and striping. An example is the signage on the Bay Bridge bike path that posts an advisory speed limit and prohibits skateboards and scooters. Enforcement would need to be feasible and responsibilities clarified.
- Suggestions for signage such as “Slow when passing”, and to use simple graphics for device type. New signs require approval from California Traffic Control Devices Committee (CTCDC).
- Leah Greenblat requests update on East Bay Regional Park District (EBRPD) policy on signage. Sergio Ruiz will update PAC on this policy and policies of Metropolitan Transportation Commission (MTC), Bay Trail, County of Marin regarding signage and new mobility devices.

Agenda Item #5: Mode Separation Subcommittee Draft Letter discussion

Steven Grover gave an update on the Mode Separation Subcommittee. The draft letter on guidance for paths shared by pedestrians and bicyclists is in its last revisions. The most recent change is a recommendation to loosen standards for bicycle overcrossings (BOCs) so that more can get built. The benefits of relaxing these standards are cost savings and safety-related.

**The committee approved a motion** to revise the letter with the following edits, and then present at the next BAC meeting for approval, and send to Antontette Clark, Chief of Office of Standards and Procedures.

Furthermore, the D4 PAC recommends that Caltrans remove *or modify* the shoulder exception for Class I bikeways on structures. This would bring the effective minimum clear width for facilities without explicit mode separation up to current best practices so that space is provided for slower-moving travelers to pause or *easily move aside* ~~step out of the way of other users approaching at faster speeds~~. (Attachment B, Pedestrian and Bicyclist Grade-Separated Crossings)

Agenda Item #6: Update on Pedestrian Safety Monitoring Pilot Program Implementation

Sergio Ruiz provided summary of Caltrans’ Pedestrian Safety Monitoring Pilot Program, which evaluated pedestrian high collision concentration locations (HCCLs) and resulted in implementation of safety countermeasures at multiple locations.

Discussion and comments:

- In San Francisco, pedestrian hybrid beacons (PHBs) (also known as high-intensity activated crosswalk [HAWK] beacons) were installed on Sloat Blvd. Since then, there have been two fatal collisions involving pedestrians. Question regarding what outreach has been done to educate people on the new traffic control devices.
- Discussion on the learning curve for new traffic devices, and turning restrictions for minor streets where PHBs are installed.
- The National Committee on Uniform Traffic Control Devices (NCUTCD) technical committees on Signals and Bicycles may provide further insight
- Suggestion that Caltrans consider “half-signals”, which have been installed in Seattle, Portland, and Vancouver.

**The committee approved a motion** requesting an assessment on current outreach (ie. view count on PSA video) and increase the urgency of conducting more outreach on pedestrian safety and PHBs.

Agenda Item #7: Update on District 4 Pedestrian Plan

Greg Currey provided an update of the District 4 Pedestrian Plan, which will kick off soon. Greg requested feedback on how to reach underrepresented groups. PAC gave suggestions:

- Reach communities through local organizations such as churches, and individuals such as grandmothers in the Hispanic community.
- Community/street ambassadors (ie. NYCDOT, SF)
- Community events
- DMV offices
- Request input from the Association of Pedestrian and Bicycle Professionals (APBP) forum.

**The committee approved a motion** requesting that the plan team devote addition resources targeted to different user groups, given underrepresentation of pedestrians in advocacy groups.

Agenda Item #8: PAC Work Plan and Topics for upcoming meetings

- Education with the general public through DMV on PHBs/HAWKs and bicycle infrastructure
  - Sergio to contact Caltrans HQ Smart Mobility Active Transportation (SMAT) Branch
- Education with enforcement agencies, including training regarding bias in overenforcement on people of color
- Update on projects for underpass improvements, including I/80/Central Avenue Active Transportation Program (ATP) application
- Statewide Vision Zero
- Homeless encampments at underpasses, and how Caltrans addresses the issue

Agenda Item #9: Announcements and information sharing

- Caltrans Transportation Planning Grant Program: District 4 Open House – October 15, 1-2:30pm at District 4 Office (111 Grand Avenue, Oakland), Parkview Room 15-700
  - Deadline for grant applications: November 30, 2018
- PedsCount! 2018 California Walks Summit – October 18-19 at San Jose State University



CALIFORNIA DEPARTMENT OF TRANSPORTATION

**District 4 Bicycle Advisory Committee (BAC) Meeting**

**October 17, 2018, 1:30 – 3:30 p.m.**

**DRAFT Meeting Summary**

**BAC members in attendance:**

Brad Beck, Contra Costa Transportation Authority  
Bruce “Ole” Ohlson, Bike East Bay  
Kent Lewandowski, Alameda County Resident  
Ozzy Arce, City of Walnut Creek  
Tim Oey, Silicon Valley Bicycle Coalition

**BAC members who participated via teleconference:**

Chris Marks, Alameda County Transportation Commission  
Jean Severinghaus, Marin County Resident  
Kara Oberg, Metropolitan Transportation Commission  
Lauren Ledbetter, Santa Clara Valley Transportation Authority  
Lauren Davini, City of San Rafael  
Mike Sallaberry, San Francisco Municipal Transportation Agency

**Non-members in attendance:**

Dave Campbell, Bike East Bay  
Patrick Phelan, City of Richmond

**Caltrans staff in attendance:**

Sergio Ruiz, staff liaison to the PAC and BAC, Pedestrian and Bicycle Branch Chief  
Greg Currey, Pedestrian and Bicycle Branch  
Dianne Yee, Pedestrian and Bicycle Branch  
Elliot Goodrich, Pedestrian and Bicycle Branch  
Jake Buffenbarger, Pedestrian and Bicycle Branch

**The following BAC members were not present:**

Adam Foster, Contra Costa County Resident  
Alisha O'Loughlin, Sonoma County Bicycle Coalition  
Bert Hill, San Francisco Bicycle Coalition  
Bjorn Gripenburg, Marin County Bicycle Coalition  
Cory Peterson, Solano Transportation Authority  
Diana Meehan, Napa Valley Transportation Authority  
Eric Anderson, City of Berkeley  
Patrick Band, Napa County Bicycle Coalition

Agenda Item #1: Welcome, introductions, and agenda review

None.

Agenda Item #2: Public comment

None.

Agenda Item #3: Review and approval of the June 27, 2018 PAC+BAC meeting summary

Approved.

Agenda Item #4: Caltrans Bicycle Safety Improvement Monitoring (Pilot) Program

Sergio Ruiz introduced the Program, which is intended to identify and investigate bicyclist involved high-collision concentration locations (HCCLs) and corridors. Elliot presented on a Bicycle Road Safety Audit (RSA) for a segment of El Camino Real in Redwood City in June 2018. The RSA was an Federal Highway Administration (FHWA)-led collaborative, on-site review of bicycle safety issues along the corridor. It was attended by FHWA, Caltrans staff, City of Redwood City planning, engineering, and emergency response staff, and local bicycle stakeholders.

Discussion and comments:

- Question on what the latest research and best practices are on safety countermeasures. Sergio referred work of Division of Research and Innovation and will provide BAC with list of research studies on this topic.
- Question on whether Caltrans will monitor the countermeasures on bicycle safety; if there is evaluation of before-and-after data.
- Question on the timeframe for delivering projects and whether there will be public outreach.
- Discussion on how to implement countermeasures quickly. There are limitations in maintenance requests, while initiating a project for installing countermeasures is a longer process.
  - Link to submit a Caltrans Customer Service Request: [csr.dot.ca.gov](https://csr.dot.ca.gov)

Agenda Item #5: Mode Separation Subcommittee draft letter review and discussion

The District 4 Pedestrian Advisory Committee (PAC) approved a letter with recommendations on guidance for facilities shared by bicycles and pedestrians to send to the Caltrans Headquarters Office of Standards and Procedures. The PAC requested that the BAC co-sign the letter as is. BAC unanimously passed a motion to co-sign the letter.

Discussion and comments:

- There is a need to clarify definitions of e-devices in Attachment B of the letter.
  - Concern about categorizations of devices that move at different speeds. i.e. Some “pedestrians” (skateboarders, for example) may travel faster than bicyclists.

Agenda Item #6: Continued discussion on new mobility devices

Sergio Ruiz gave a recap of the PAC’s discussion on this topic. Continued discussion:

- “Active transportation” and definitions of devices need to be clarified.
- Focus should be on incentivizing certain behavior rather than pinpointing certain device types.
- Discussion on whether to address moped-type devices, golf carts, and ATVs.
- Suggestion to classify e-transport devices by their typical speeds.
- Suggestion to modify signage to prohibit certain vehicles from multi-use paths.
- The City of Richmond is working to pass an ordinance regulating higher-speed users on paths.

Agenda Item #7: Update on requests to maintain bicycle access on freeways in Contra Costa County

Sergio Ruiz updated BAC on the status of signage prohibiting cyclists on segments of SR 4 and SR 24 in Contra Costa County. In both cases, cyclists should be permitted on the shoulder in specific locations where parallel routes are not available. Sign orders have been issued to update signage to indicate that cyclists are permitted in these locations, which may take several months.

Agenda Item #8: BAC Work Plan and topics for upcoming meetings

- Joint PAC+BAC meeting – January 23, 2019, 1:30-3:30pm
  - Presentation on StreetLight Data
- BAC meeting – March 27, 2019, 1:30-3:30pm
- Discussion on SB 760, legislation that would prohibit CT denying an encroachment permit if it does not affect operations.
- BAC Work Plan:
  - SM 35/1 Skyline Blvd/Hwy 1 interchange: Sergio to check if there are HCCLS on Skyline Blvd. There are shrubs encroaching on the shoulder. A maintenance request could be submitted to fix this issue.
  - Update on project status of SCL 101/237 Mary Avenue Bridge: The City of Cupertino is the lead agency working on an additional transportation impact assessment.

Agenda Item #9: Announcements and information sharing

- Bike East Bay's Biketopia event – Thursday, November 8, 2018, 6:30-10pm at Ed Roberts Campus, Berkeley
- San Jose Better Bikeways – New cycle track is under construction on San Fernando Street.
- Silicon Valley Bicycle Coalition – 29 new League Cycling Instructors were certified.
- AB 2363 Zero Traffic Fatalities Task Force was approved in September. Are any BAC members interested in joining this task force?
- Redwood City: El Camino Real protected bikeway pop-up – Saturday, October 20, 2018, 10am-1pm at Cedar Street. More project info: El Camino Real Corridor Plan

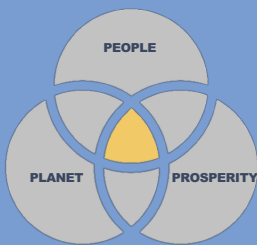
# Sustainability Program

## Actions Around Complete Streets

JEANIE WARD-WALLER  
Sustainability Program Manager



## SMP Goal 3 Mode Share Targets



Strategic Objectives

Increase percent of non-auto mode share:

***Triple bicycle***

***Double walk***

***Double transit***

REACHING FOR  
EXCELLENCE





MAY 2017

**TOWARD AN  
ACTIVE  
CALIFORNIA**  
STATE BICYCLE + PEDESTRIAN PLAN

Adopted May 2017

# EQUITY

## All Ages & Abilities

60 actions  
with leadership by Caltrans,  
regional, & local partners

# CALTRANS MODE SHARE ACTION PLAN 1.0

Implementing Goal 3 of the Department's  
2015-2020 Strategic Management Plan

## 38 near-term actions

All Caltrans-led by 6 divisions

Highest impact on safety and mode  
shift strategic goals

### SUMMARY OF ACTIONS

	Task
1. Funding and Projects	1.1. Recommend and clarify guidance to Caltrans districts on SHQPP eligible active transportation facilities
	1.2. Award and manage CDM/JEOP/Sustainable Communities Planning Grant Program (SCP) to support local and regional active transportation planning
	1.3. Deliver Active Transportation Program (ATP) project delivery support and technical assistance
	1.4. Complete and release Pedestrian Safety Improvement Program
	1.5. Complete and release Bicycle Safety Improvement Program
	1.6. Leverage state funding sources to deliver 2012 State Rail Plan projects
2. Training	2.1. Develop training for district staff on Complete Streets Elements Toolbox & Selection Guidance
	2.2. Develop and deploy pedestrian safety training (basic and advanced)
	2.3. Develop and deploy bicycle safety training pilot (basic and advanced)
	2.4. Develop and deploy Planning and Design for Bicycle Transportation training
	2.5. Deliver ATP design training on SB 60-40
	2.6. Deliver FHWA Focus Cities walk and bike training
3. Standards & Guidance	3.1. Establish Center of Excellence for Rail and Mass Transportation
	3.2. Establish Center of Excellence for Complete Streets
	3.3. Update Project Initiation Report (PIR) guidance to reflect SB 1 complete streets provision
	3.4. Incorporate complete streets elements as primary or secondary assets in SHQPP
	3.5. Develop Complete Streets Toolbox & Selection Guidance
	3.6. Develop Pedestrian Safety Monitoring Program guidance
4. Planning & Research	4.1. Develop Bicycle Safety Monitoring Program guidance
	4.2. Pursue new methods for setting and enforcing speed limits
	4.3. Update Caltrans guidance documents for walk and bike facility design and design flexibility approach
	4.4. Develop station area guidelines
	4.5. Review and recommend Caltrans district ATP concept applications
	4.6. Prioritize specially disadvantaged communities (SDC) without plans and support development of active transportation plans through ATP and SCOP
5. Data Collection & Evaluation	5.1. Develop district-level active transportation plans
	5.2. Develop Pedestrian & Bicycle Research Roadmap
	5.3. Implement State Rail Plan service planning
	5.4. Complete State Transit Strategic Plan
	5.5. Implement regional planning
	5.6. Develop cohesive strategy and methods to measure walk and bike volume counts
6. Communication & Promotion	6.1. Track/measure progress toward mode share targets
	6.2. Develop rail and transit marketing materials
	6.3. Collaborate with and solicit input from stakeholders and partners through Caltrans external advisory committees
	6.4. Communicate our successes in enhancing and promoting active transportation and transit
	6.5. Coordinate encouragement and engagement activities to promote walk, bike, and transit with Caltrans staff and partners
	6.6. Promote State Rail Plan implementation
6.7. Promote commuter rail benefits	
6.8. Promote freight rail access to rail planning	

Mode Share Action Plan 1.0 — Page 2

## Funding and Projects

- 1.1: Active Transportation SHOPP guidelines
- 1.2: Sustainable Communities Planning Grant (SCPG)
- 1.3: Active Transportation Program (ATP)
- 1.4: Pedestrian Safety Improvement Program
- 1.5: Bicycle Safety Improvement Program
- 1.6: 2022 State Rail Plan projects

## Training

- 2.1: Complete Streets Toolbox training for district staff
- 2.2: Pedestrian safety training
- 2.3: Bicycle safety training
- 2.4: Bicycle transportation design & planning training
- 2.5: ADA design training
- 2.6: FHWA Focus Cities walk and bike training
- 2.7: Rail & Mass Transportation Center of Excellence
- 2.8: Complete Streets Center of Excellence

## Standards and Guidance

- 3.1 Update Project Initiation Guidance
- 3.2 Develop SHOPP complete streets asset targets
- 3.3 Complete Streets Toolbox
- 3.4 Pedestrian Safety Monitoring
- 3.5 Bicycle Safety Monitoring
- 3.6 New methods for setting and enforcing speed limits
- 3.7 Update Caltrans design guidance documents
- 3.8 Station area guidelines

## Planning and Research

- 4.1 Review and recommend district ATP applications
- 4.2 Identify & support disadvantaged communities without plans
- 4.3 District active transportation plans
- 4.4 Pedestrian & Bicycle Research Roadmap
- 4.5 State Rail Plan service planning
- 4.6 State Transit Strategic Plan
- 4.7 Integrated ticketing

## Data Collection and Evaluation

- 5.1 Walk & Bike volume counts - Big Data pilot
- 5.2 Track progress toward mode share targets
- 5.3 Rail and transit ridership database

## Communication and Promotion

- 6.1 Solicit input through Caltrans external advisory committees
- 6.2 Communicate successes
- 6.3 Promote/encourage walk, bike, and transit with staff
- 6.4 Promote State Rail Plan implementation
- 6.5 Promote commuter rail benefits
- 6.6 Promote first/last mile access to rail

# Local Partner Engagement

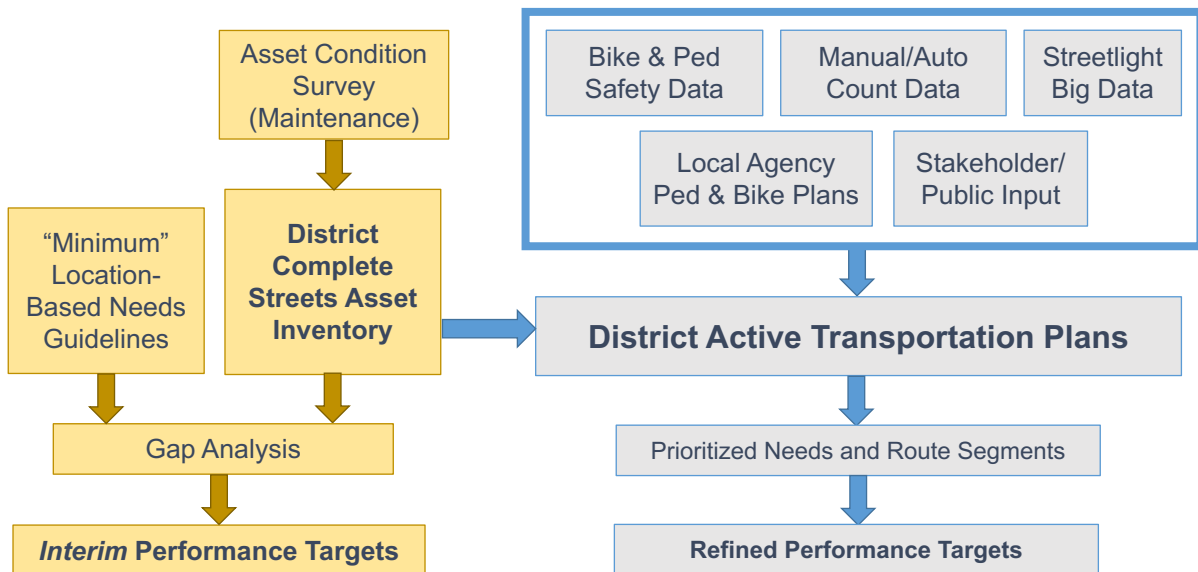
**California  
NACTO Cities  
Initiative  
(CACTI)**

**California  
Walk & Bike  
Technical  
Advisory  
Committee**

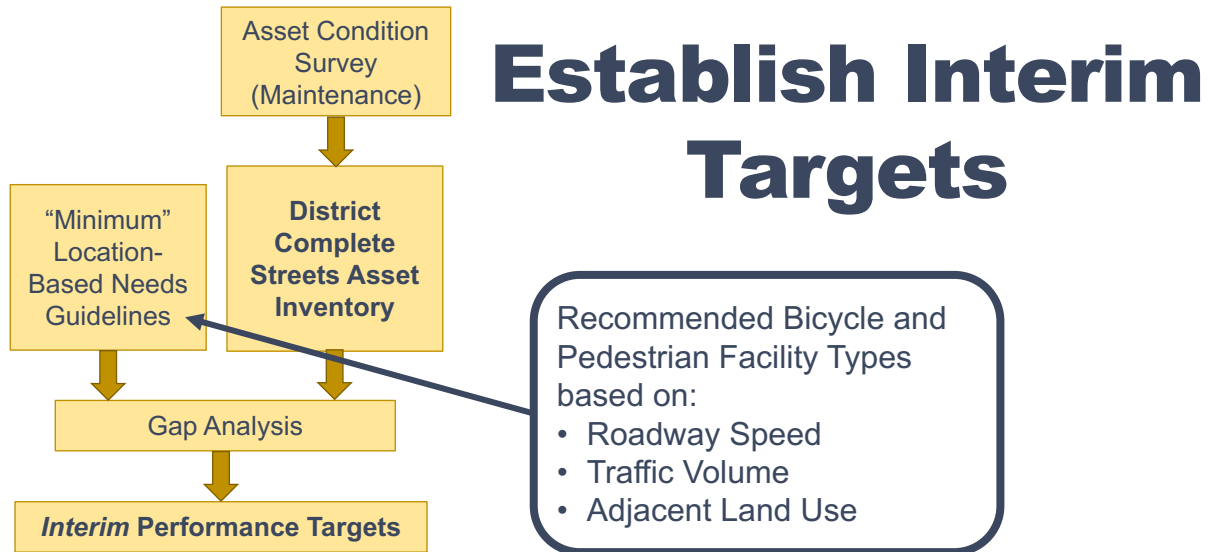
REACHING FOR  
EXCELLENCE



## Complete Streets Asset Development Framework



## Complete Streets Asset Development Framework



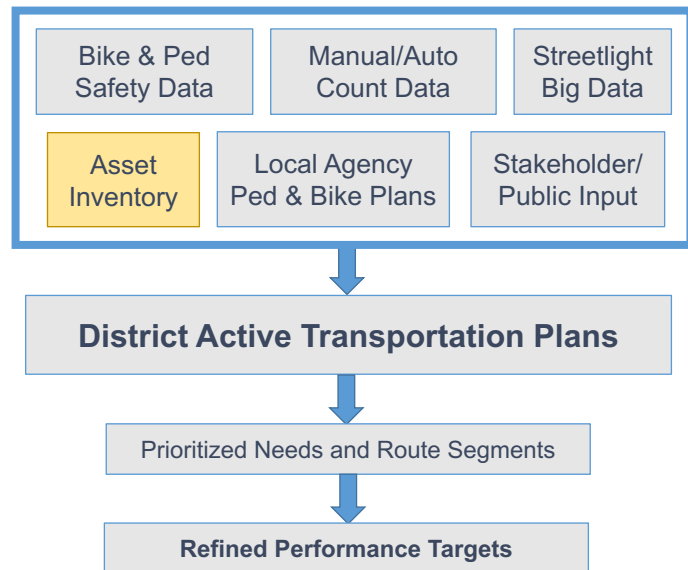
## Complete Streets Asset Development Framework



## Collect & Analyze Data

## Complete Streets Asset Development Framework

### Prioritize Needs & Refine Targets



## Design Flexibility HDM Nomenclature Changes

#	Old Terminology	New Terminology
1	Mandatory standard	Boldface standard
2	Advisory standard	Underlined standard
3	Exception (if to deviate from a design standard)	N/A (or may be Design Decision)
4	Design Exception Fact Sheet (or similar)	Design Standard Decision Document
5	Design Exception	N/A (general federal description okay)
6	Fact Sheet	N/A (when referring to a general document other than #4 above)
7	Deviation or Deviate	N/A
8	Exception to Accessibility Design Standards	N/A

## Complete Streets Center of Excellence



### Formation of the Center of Excellence

- Complete Streets Deputy Directive-64 from [2008](#), updated [2014](#)
- Sustainability Program supports strategic mode shift goals and implementation of complete streets
- Conceived of a Complete Streets Center of Excellence to tackle barriers and advance this work
- Recruited a “launch team” from divisions and districts to define and begin the work
- Smart Growth America will assist in the launch effort with support from Kaiser Foundation through June 2019



## Center of Excellence Launch schedule

- **October 2018 – Identified and interviewed launch team**
- **November 27, 2018 – Held Launch Team in-person convening**
- **December 2018 – Developed action items from Launch Team input**
- **January-June 2019 – Implementation of early actions**
- **June 2019 (tentative) – Officially launch Center of Excellence**

Questions?  
Feedback on the actions?

January 16, 2018

DISTRICT 4 PEDESTRIAN ADVISORY COMMITTEE  
DISTRICT 4 BICYCLE ADVISORY COMMITTEE

Re: Guidelines for Facilities Shared by Bicycles and Pedestrians

This letter is in response to your letter dated November 8, 2018, regarding a need to improve Caltrans guidelines for facilities shared by bicycles and pedestrians wherein you made recommendations for updates to the Highway Design Manual (HDM). The letter addresses two specific scenarios where bicycles and pedestrians share a facility – Class I bike paths, and pedestrian facilities where bicycles are allowed. I would like to briefly address how those standards are contained within the HDM and other documents.

First and foremost, the HDM is a design manual containing technical guidance. It is not intended to be a comprehensive planning guide. As stated in the Foreword, “This manual is not a textbook or a substitute for engineering knowledge, experience or judgement.” There are many factors that go into the selection of pedestrian or bicycle facilities, and the HDM and Design Information Bulletins (DIB’s) contain the design standards for constructing these facilities. As mentioned in your letter and Attachment A, there are numerous guides published by Caltrans and other organizations that may aid in the planning and selection of pedestrian and bicycle facilities, and Transportation Planners and Designers are encouraged to consult the additional resources available, see HDM Indexes 82.3, 82.6 and 1001.1. The HDM cannot encompass the entirety of these additional guides. Therefore, the HDM and DIB’s are limited to the specific design standards associated with each facility.

Pedestrian and bicycle design standards for facilities within the roadway are contained throughout the HDM and DIB’s. Chapter 1000 specifically contains the guidance for bicycle facilities located outside the roadway such as Class I bikeways (bike paths). This organizational structure was decided after thoughtful stakeholder input prior to the complete streets re-write of the HDM in 2012. The intent being that it would encourage project leads to consider all modes when implementing the standards by roadway facility type. Chapter 1000 is not intended to include other modes of active transportation as those are contained within the guidance pertaining to specific facility types. For example, pedestrian facility standards are in HDM Topic 105 “Pedestrian Facilities”, and in DIB 82-06 “Pedestrian Accessibility Guidelines for Highway Projects.” Additionally, the guidelines for specific highway facilities, such as DIB 92 “Single Point Interchange Guidelines”, discuss pedestrian design features specific to those facility types.

Another general comment in your letter requests changing the naming convention of certain facilities. It is important to note that the classifications and names of bicycle facilities, and the specific uses of certain facilities by pedestrians and bicyclists, are defined in the California Streets and Highways Code and the California Vehicle Code. A change to the name of “Class I bike path”, for example, would require a change in legislation.

We are open at any time to consider updates to the design standards when those changes are backed by proven research or established best practice and experience, and we value the input of various Caltrans advisory committees when doing so. The California Walk and Bike Technical Advisory Committee is forming a Design Subcommittee to review our various nonmotorized design guidance. Attachments A and B of your letter point to specific bicyclist and pedestrian shared-use guidance discussed in the HDM and recommended changes to the associated design standards. I would be happy to discuss these specific standards during your next committee meeting in District 4 on January 23rd.

Sincerely,

Antonette C. Clark  
Chief, Office of Standards and Procedures  
Caltrans HQ Division of Design

November 8, 2018

Antonette C. Clark  
Chief, Office of Standards & Procedures  
Caltrans HQ Division of Design

**RE: Need to Improve Caltrans Guidelines for Facilities Shared by Bicycles and Pedestrians**

Dear Ms. Clark:

Over the past two decades in California, there has been a significant increase in the construction of grade-separated bicycle and pedestrian crossings and of shared-use bicycle and pedestrian facilities implemented in non-roadway locations such as old railroad rights-of-way, along waterways, or in rights-of-way set aside by developers. Over that time, it has become increasingly clear that designers need improved guidance for the planning and design of these shared-use facilities. Accordingly, to support the design of safer and more inviting facilities where pedestrians and cyclists share travel space, the Caltrans District 4 Pedestrian Advisory Committee (PAC) and Bicycle Advisory Committee (BAC) respectfully request Caltrans consider the following recommendations in the next update to the Highway Design Manual (HDM):

1. Chapter 1000 should address all active transportation modes, as defined by *Toward an Active California: State Bicycle and Pedestrian Plan* (Caltrans, 2017), instead of focusing primarily on cycling;
2. Chapter 1000 should provide more guidance for the design of shared-use facilities, and specifically discuss the situations where bicycle-pedestrian mode separation is warranted;
3. The HDM should acknowledge that grade-separated crossings are commonly used by both pedestrians and cyclists and provide more guidance on the design of these crossings; and
4. The HDM should address shared use directly and more comprehensively, rather than retain the current approach where practitioners are guided to select and design for one mode (i.e., bicycling or walking) and merely allow for the other mode.

By addressing the interaction and the different needs of cyclists and pedestrians, improved HDM guidelines would support the planning and design of safer and more inviting shared-use facilities and address current gaps in Caltrans guidelines (see Attachment A). Furthermore, improved guidelines would support the state's goals to reduce bicycle and pedestrian collisions (including with each other), increase walking and cycling, maintain high quality active transportation networks, and increase mobility options in communities that are dependent on active transportation and transit.

Through a series of discussions and focus meetings, the District 4 PAC and BAC identified three key areas for improvement in the Caltrans HDM:

1. Inconsistencies between naming and function;
2. Inconsistencies between actual use patterns and guidelines for shared-use undercrossings and overcrossings; and
3. Incomplete guidelines for separation between active transportation modes.

In Attachment B, we provide an in-depth discussion of these three key areas for improvement, as well as suggestions for how the HDM guidelines may be revised.

Thank you for your time and consideration.

Sincerely,

Caltrans District 4 Pedestrian Advisory Committee and Bicycle Advisory Committee

## Attachment A

### Discussion of Current Guidelines for Bicyclist and Pedestrian Shared-Use Facilities

Over the past two decades, there has been an increased focus on designing safe and inviting accommodations for bicycle and pedestrian travel in California. During this period Caltrans has played an important role in improving standards and guidelines, as evidenced by a variety of recent Caltrans publications including: *Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians* (2010), Deputy Directive 64-R2 to develop a network of "complete streets" (2014), and *Toward an Active California: State Bicycle and Pedestrian Plan* (2017).

Along with a general increase in the construction of bicycle and pedestrian facilities, there has been an increase specifically in the development of pathways and crossings intended for *shared* use by cyclists and pedestrians. Several documents provide design guidance for these types of facilities. For example, *AASHTO Guide for the Development of Bicycle Facilities, 4th Edition* (2017 Errata) provides basic guidelines for shared-use paths that are reasonably up to date with current best practices, and *NACTO Designing Sidewalks and Trails for Access* (2001) provides a chapter on accessibility for shared use facilities.

The Caltrans HDM should at least be brought up to date with these well-established guidelines. An HDM update would also be an opportunity to fill in gaps where these other guidelines are lacking.

## Attachment B

### Suggested Edits to the HDM for Design Guidance for Bicyclist and Pedestrian Shared-Use Facilities

#### Titles, Terms, and Functions

Although Chapter 1000 of the HDM intends to provide guidelines for all active transportation travel modes, the Chapter 1000 guidelines do not adequately acknowledge pedestrians (i.e., persons traveling afoot, using a wheelchair or other mobility device, or any other human-powered transportation other than a bicycle). This is evidenced by the chapter's title, "BICYCLE TRANSPORTATION DESIGN".

To address this the Caltrans D4 PAC and BAC recommend that the title of Chapter 1000 be renamed to "ACTIVE TRANSPORTATION DESIGN" to encompass the travel modes defined by *Toward an Active California: State Bicycle and Pedestrian Plan* (Caltrans, 2017), which states:

In this Plan, a **bicyclist** is any person riding a bicycle or tricycle, including Class I and II e-bikes, cargo bikes, recumbent bikes, bikes with trailers, handcycles, or other variations. Motorized scooters or mopeds are not considered bicycles. A **pedestrian** is any person walking, skateboarding, using a wheelchair or other mobility device, or any other form of human-powered transportation other than a bicycle. Motorized wheelchair users are also considered pedestrians. All pedestrians are implied when this Plan uses "walking," as many of these modes primarily travel on sidewalks and other walking facilities. All pedestrians and bicyclists are included in **active transportation** (p. 5).

Additionally, the I-IV classifications of "bikeways" within Chapter 1000 neither acknowledge the intention of shared use by pedestrians, nor the *interactions* between pedestrians and cyclists. For example, HDM Topic 1003.1 designates Class I Bikeways "for the exclusive use of bicycles and pedestrians," unless adjacent to an adequate pedestrian facility. This definition means that many "Class I Bikeways" are actually shared-use paths, but neither the "bikeway" title, nor the "bike path" subtitle, explicitly acknowledge pedestrian use in the name. We understand that changing terminology for classifications may be challenging (e.g., from "Class I Bikeway" to "Class I Pathway"). However, terminology does shape people's perception of function, and shared-use facilities are neither sidewalks nor bike-*only* paths.

We recommend new terminology be adopted to make naming consistent with function.

Another example is that pedestrian overcrossings (POCs) are defined in HDM Topic 208.6 as "a facility that provides a connection between pedestrian walkways," yet POCs typically do not disallow cyclists. As a result, many designers design crossings that are intended from the outset for shared use, but follow only Caltrans POC design standards. This can result in unsafe or unappealing conditions, as explained below.

### Pedestrian and Bicyclist Grade-Separated Crossings

Topic 208.6 of the HDM provides guidance for the design of grade-separated pedestrian and bicycle undercrossings and overcrossings. While grade-separated crossings for pedestrians and cyclists account for a small percentage of miles in the active transportation network, they account for a large percentage of dollars spent on bicycle and pedestrian transportation infrastructure and provide key connections to the system. While the HDM distinguishes between a pedestrian overcrossing (POC) and a bicycle overcrossing (BOC), the vast majority of these crossings are regularly used by both modes. In practice, it is challenging to satisfy the design requirements for BOCs due to both geometric and economic constraints, such as meeting stringent Class I design standards that may be suitable for at-grade facilities but cost-prohibitive for overcrossings. Designers therefore often follow POC guidelines even when significant bicycle usage is expected. The Caltrans D4 PAC and BAC believe that designing for minimum compliance with POC or PUC standards when significant cyclist use is expected results in unsafe and uninviting conditions due to design elements such as limited width, lack of shoulders, and confining fences. This is especially true for crossings with long approaches typically required at freeways.

For this reason, the D4 PAC and BAC recommend that guidance on alignment geometry for BOCs be revised to relax curvature requirements, provide guidance of width as a function of total length, and provide guidance on fencing designs that increase the sense of spaciousness of narrow crossings. Furthermore, the D4 PAC and BAC recommend that Caltrans remove or modify the shoulder exception for Class I bikeways on structures. This would bring the effective minimum clear width for facilities without explicit mode separation up to current best practices so that space is provided for slower-moving travelers to pause or easily move aside.

### Mode Separation

The HDM primarily discusses mode separation as it relates to separation between bicycles and cars, and between pedestrians and cars. Although Topic 1003.1(2) addresses bike path separation from a pedestrian walkway, the guidelines are vague, stating “The separation may be—but not lim[i]ted to—fences, railings, solid walls, or landscaping.” Similarly, the guidelines for Class IV separated bikeways (DIB 89) are also somewhat vague, stating “In order to separate pedestrians a continuous detectable vertical element (barrier, planters, etc.) is needed” to separate bikeways on a sidewalk.

The Caltrans D4 PAC and BAC recommend designating shared-use facilities as distinct from single-mode sidewalks and bikeways, and providing clearer guidance for when and how to separate pedestrian and bicycle travel modes.



**2019 Active Transportation Program - Statewide Component**  
**Staff Recommendations**  
**(\$1,000's)**

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
Active Transportation Resource Center	Various	Active Transportation Resource Center	\$4,630	\$4,630			2,310	2,320					4,630	Non-Infrastructure			
6-Parlier-1	Fresno	Parlier Bicycle and Trails Master Plan	\$209	\$209	209								209	Plan	X	X	98
6-Kern County-4	Kern	South Chester Avenue Pedestrian Safety Project	\$2,257	\$1,976	283	102	1,591			283	102	1,591		Infrastructure - M	X	X	97
3-Butte County-3	Butte	Butte County Safe Routes Resource Center and 5 Community Projects	\$1,140	\$985	985								985	Non-Infrastructure	X	X	97
6-Mendota-1	Fresno	City of Mendota SRTS Master Plan	\$110	\$110	110								110	Plan	X	X	96
1-Humboldt County-1	Humboldt	Humboldt Bay Trail South	\$22,600	\$13,296		13,296						13,296		Infrastructure - L	X		95
11-National City-5	San Diego	Central Community Mobility Enhancements	\$1,483	\$1,286	43	148	1,095		43	104	44	1,095		Infrastructure - S	X		95
7-LA Department of Transportation-13 *	Los Angeles	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	\$29,000	\$23,198	2,959	986	1,096	18,157	2,959	986	1,096	18,157		Infrastructure - L	X	X	95
8-Desert Hot Springs-1	Riverside	Hacienda Avenue SRTS Improvement Project	\$1,498	\$1,322				1,322				1,322		Infrastructure - S	X	X	95
8-San Bernardino Assoc of Government-1 *	San Bernardino	SBCTA Metrolink Station Accessibility Improvement Project - Phase II	\$6,983	\$6,132			6,132					6,132		Infrastructure - M	X	X	95
11-National City-2 *	San Diego	Bayshore Bikeway - Segment 5	\$6,391	\$5,421			5,421					5,421		Infrastructure - M	X		94.5
9-Tehachapi-1	Kern	SRTS Snyder Avenue Gap Closure Project	\$1,495	\$1,490	190	1,300				190		1,300		Infrastructure - S	X	X	94
10-Gustine-1	Merced	City of Gustine Active Transportation Plan	\$147	\$147	147								147	Plan	X		94
10-Stanislaus County-1	Stanislaus	Airport Neighborhood Active Transportation Connectivity and Safety Project	\$6,161	\$4,926	19	4,907						4,907	19	Infrastructure + NI - M	X	X	93.5
7-Pomona-2	Los Angeles	Pomona Multi-Neighborhood Pedestrian and Bicycle Improvements	\$9,864	\$9,269	220	515	8,534		220	490	25	8,534		Infrastructure - L	X		93
7-Duarte-1	Los Angeles	Duarte Active Transportation Safety Project	\$2,293	\$2,270	97	150		2,023	97	150		2,023		Infrastructure - M	X	X	93
7-LA Department of Transportation-14 *	Los Angeles	112th Street and Flourney Elementary Schools Safety Improvements Project	\$6,999	\$5,600	725	242	185	4,448	725	242	185	4,448		Infrastructure - M	X	X	93
10-Stockton-3 *	San Joaquin	Stockton SRTS Safety and Connectivity Improvements	\$3,225	\$2,838	127	380	2,331		127	380		2,331		Infrastructure - M	X	X	93
5-Santa Barbara-2	Santa Barbara	Downtown De LaVina Street Safe Crosswalks and Buffered Bike Lanes	\$1,494	\$1,494	60		114	1,320	60	113	1	1,320		Infrastructure - S	X	X	93
7-LA Department of Transportation-10	Los Angeles	Safe Routes for Seniors	\$1,750	\$1,750		1,750							1,750	Plan	X		93
9-Inyo County-2	Inyo	Lone Pine Sidewalk Construction and ADA Improvements	\$1,939	\$1,939	350		1,589		106	241	3	1,589		Infrastructure - M	X	X	93
8-Riverside County Transportation Department-7	Riverside	Active Transportation Improvements for the Communities of Thermal and Oasis	\$6,944	\$6,844	850		5,994		300	550		5,994		Infrastructure - M	X		93
10-Stockton-1 *	San Joaquin	California Street Separated Bikeway Project	\$6,390	\$4,390		4,390						4,390		Infrastructure - M	X	X	92.5
3-Chico-2	Butte	Little Chico Creek Pedestrian/Bicycle Bridge Connection at Community Park	\$2,142	\$1,497		1,497						1,497		Infrastructure - M	X	X	92
7-Compton-1 †	Los Angeles	Blue Line First/Last Mile Improvements: Compton and Artesia Station Areas	\$22,572	\$22,572	1,153		4,622	16,797	1,153	2,479	2,143	16,797		Infrastructure - L	X		92

**2019 Active Transportation Program - Statewide Component**  
**Staff Recommendations**  
**(\$1,000's)**

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
7-Long Beach-2	Los Angeles	Orange Avenue Backbone Bikeway and Complete Streets Improvements	\$15,526	\$13,363				13,363				13,363		Infrastructure - L	X		91.5
8-Temecula-1	Riverside	Santa Gertrudis Creek Trail, Phase 2	\$2,085	\$1,502			1,502					1,462	40	Infrastructure + NI - M	X		91
4-San Francisco Public Works-1 <sup>*‡</sup>	San Francisco	Alemaney Interchange Improvements, Phase 2	\$2,727	\$1,971		1,971						1,971		Infrastructure - M	X		91
5-Transportation Agency for Monterey County-2	Monterey	Every Child: Community-Supported SRTS	\$2,225	\$2,143	2,143								2,143	Non-Infrastructure	X	X	91
10-Oakdale-1	Stanislaus	High School G Street Bike/Pedestrian Corridor Improvements	\$703	\$703	45	658			5	40		658		Infrastructure - S	X	X	91
7-LA County Department of Public Health-1 <sup>*</sup>	Los Angeles	Pedestrian Plans for Disadvantaged Communities in Unincorporated Los Angeles County	\$1,550	\$1,550	1,550								1,550	Plan	X		91
7-LA County Metropolitan Transportation Authority-1	Los Angeles	Doran Street Grade Separation Active Transportation Access Project	\$22,219	\$16,319		16,319						16,319		Infrastructure - L	X		91
12-Santa Ana-4	Orange	Kennedy Elementary and Villa Fundamental Intermediate SRTS	\$1,482	\$1,482	191	1,291			23	168		1,291		Infrastructure - S	X	X	91
7-Palmdale-3	Los Angeles	Avenue R Complete Streets and Safe Routes Project – Construction Phase	\$9,630	\$5,150	5,150							5,150		Infrastructure - L	X	X	90
3-Placer County Transportation Planning Agency-1	Placer	Highway 49 Sidewalk Gap Closure	\$16,403	\$14,403	1,083		13,320				350	13,320	733	Infrastructure + NI - L	X	X	90
12-Santa Ana-1	Orange	Fremont Elementary and Spurgeon Intermediate SRTS	\$5,776	\$5,776	927	4,849			84	843		4,849		Infrastructure - M	X	X	90
11-National City-6	San Diego	National City Bike Wayfinding	\$942	\$942	15	95	832		15	95		832		Infrastructure - S	X		90
11-Vista-2 <sup>*‡</sup>	San Diego	Townsite Complete Street Improvements	\$4,177	\$3,968	100	400	3,468		100	400		3,468		Infrastructure - M	X		90
8-Jurupa Valley-3 <sup>‡</sup>	Riverside	Jurupa Valley Sunnyslope Area SRTS Sidewalk Gap Closure	\$3,173	\$2,855	1	388	2,466		1	388		2,466		Infrastructure - M	X	X	90
6-Kings County-2	Kings	SR 41 Pedestrian Crossing and Pathway Improvements	\$360	\$360	8	40	312		8	40		312		Infrastructure - S	X	X	90
8-Eastvale-1 <sup>‡</sup>	Riverside	North/South Bike Network Gap Closure & Connectivity to North Eastvale	\$8,091	\$6,471	414	457	5,600		114	457		5,600	300	Infrastructure + NI - L	X	X	90
7-South Gate-2	Los Angeles	Tweedy Boulevard Complete Streets Project	\$5,776	\$4,620			4,620					4,620		Infrastructure - M	X	X	90
12-Anaheim-2	Orange	Citywide SRTS Sidewalk Gap Closure	\$4,199	\$4,149	104	974	50	3,021	104	550	424	3,021	50	Infrastructure + NI - M	X	X	90
8-Colton-1	San Bernardino	Jehue Corridor and Eucalyptus Avenue Class I Bike Paths	\$2,820	\$2,720	195	417		2,108	195	292	125	2,079	29	Infrastructure + NI - M	X	X	90
6-Kern County-5 <sup>§</sup>	Kern	Walk Isabella	\$6,086	\$2,742		854		1,888		854		1,888		Infrastructure - M	X	X	90
			\$265,666	\$218,780	\$20,453	\$58,376	\$73,184	\$66,767									
* Prior to programming Caltrans will contact applicant for project clarifications.									CON: Construction Phase					RW: Right-of-Way Phase			
† As a condition of programming, a replacement project implementor must be designated by January 16th, 2019.									DAC: Benefit to Disadvantaged Communities					SRTS: Safe Routes to School			
‡ Recommended funding year(s) programming differs from proposed for deliverability purposes.									NI: Non-Infrastructure					S: Small			
§ This project requested \$5,140,000, however only \$2,742,000 of programming capacity remains. Staff will work with the agency to ensure a fully funded project.									PA&ED: Environmental Phase					M: Medium			
									Plan: Active Transportation Plan					L: Large			
									PS&E: Plans, Specifications & Estimate Phase								

**2019 Active Transportation Program Application Scores - District 4 San Francisco Bay Area**  
(\$1000's)

Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-San Francisco Public Works-1	San Francisco	Aleman Interchange Improvements, Phase 2	\$2,727	\$1,971	1,971							1,971		Infrastructure - M	X		91
4-Alameda County TC-1	Alameda	East Bay Greenway: San Leandro BART to South Hayward BART	\$119,164	\$10,400	10,400					10,400				Infrastructure - L	X		89
4-San Jose-2	Santa Clara	Better Bikeway SJ - San Fernando Corridor	\$11,919	\$9,992	357	1,427	8,208		357	1,427		8,208		Infrastructure - L	X	X	89
4-San Leandro-1	Alameda	Crosstown Class IV Corridors: Bancroft Avenue & Williams Street	\$3,019	\$2,988	110	214	2,664		110	214		2,664		Infrastructure - M	X	X	87.5
4-Oakland-2	Alameda	Plaza de la Fuente- E 12th Street Pedestrian and Bicycle Improvements	\$12,166	\$11,076	494	1,483		9,099	494	1,483		9,099		Infrastructure - L	X		87
4-Berkeley-1	Alameda	Milvia Street Bikeway Project	\$4,190	\$3,351		272	3,079			272		3,079		Infrastructure - M	X		86
4-Alameda County Public Works Department-11	Alameda	Ashland Cherryland On the Move	\$999	\$999	999								999	Non-Infrastructure	X	X	85
4-San Jose-3	Santa Clara	CSJ Project 3: Five Wounds Trail - Development & Bikeplan	\$34,035	\$33,610	2,070		2,470	29,070	2,070	2,470		29,070		Infrastructure - L	X		85
4-Santa Clara County-1	Santa Clara	Healthy, Safe and Active South Santa Clara County	\$2,698	\$2,698	2,698								2698	Non-Infrastructure	X	X	85
4-Sonoma-Marin Area Rail Transit District (SMART)-1	Sonoma	SMART Pathway - Santa Rosa to Rohnert Park Gap Closure	\$7,141	\$5,782		5,782						5,782		Infrastructure - L	X	X	85
4-Alameda County Public Works Department-12	Alameda	Active and Safe Oakland	\$999	\$999	999								999	Non-Infrastructure	X	X	84
4-Fairfield-1	Solano	West Texas Street Road Diet	\$9,200	\$4,634		4,590	44					4,590	44	Infrastructure + NI - L	X	X	84
4-Sonoma County-1	Sonoma	West Sebastopol Bicycle Connectivity and Pedestrian Enhancements	\$9,069	\$6,031	299	866	4,866		299	766	100	4,866		Infrastructure - L	X	X	84
4-Fremont-1	Alameda	SRTS Improvements - Cabrillo Elementary and Leitch Elementary	\$3,055	\$2,704		5	2,699				5	2,699		Infrastructure - M		X	83
4-San Rafael-1	Marin	Francisco Boulevard W. Multi-Use Pathway Gap Closure	\$3,711	\$3,184	3,184							3,184		Infrastructure - M	X	X	83
4-Contra Costa County-2	Contra Costa	Appian Way Complete Street - Roundabout at Valley View Road	\$5,280	\$4,613	200	670	3,743		200	670		3,743		Infrastructure - M		X	82.5
4-Contra Costa County-3	Contra Costa	Market Avenue Complete Street Project	\$2,532	\$2,272	140	100	2,032		140	100		2,032		Infrastructure - M	X	X	82
4-San Jose-1	Santa Clara	Willow-Keys Complete Streets Improvements	\$19,649	\$16,538	577		2,705	13,256	577	2,305	400	13,256		Infrastructure - L	X	X	82
4-San Francisco Municipal Transportation Agency-1	San Francisco	6th Street Pedestrian Safety Project	\$20,815	\$6,000	6,000							6,000		Infrastructure - L	X		81
4-San Francisco Municipal Transportation Agency-4	San Francisco	Vision Zero SF: In-School Bike Education Program	\$4,011	\$3,567	3,567								3567	Non-Infrastructure	X	X	81
4-Sonoma County-2	Sonoma	Moorland Pedestrian and School Access	\$4,233	\$3,775	193		3,582		78	69	46	3,582		Infrastructure - M	X	X	81
4-Caltrans-5	Contra Costa	Central Avenue I-80 Undercrossing Ped/Bike Improvements	\$4,597	\$4,597	442	1,150		3,005	442	786	364	3,005		Infrastructure - M	X		80.5
4-Contra Costa County-5	Contra Costa	San Pablo Avenue Complete Street/Bay Trail Gap Closure Project	\$7,504	\$6,704		600	6,104			600		6,104		Infrastructure - L	X		80
4-Contra Costa County-6	Contra Costa	Bailey Road Bicycle and Pedestrian Improvements Project	\$2,734	\$2,459	100	195	2,164		100	195		2,164		Infrastructure - M	X	X	80
4-Santa Clara Valley Transportation Authority-1	Santa Clara	King Road Pedestrian Safety and Transit Access Improvements, San Jose	\$19,168	\$19,168	3,502		15,666		221	2,894	387	15,666		Infrastructure - L	X		80
4-Sonoma-Marin Area Rail Transit District (SMART)-2	Sonoma	SMART Pathway - Windsor to Petaluma Gap Closure Project	\$31,909	\$27,498	2,414	2,221		22,863	2,414	2,221		22,863		Infrastructure - L	X	X	80
4-San Mateo County-1	San Mateo	Midcoast Multimodal/Parallel Trail Implementation Project	\$5,291	\$4,173	4,173							4,173		Infrastructure - M		X	79.5
4-Burlingame-1	San Mateo	School Area Pedestrian Enhancement Project	\$840	\$716		97	619			97		619		Infrastructure - S		X	78
4-Morgan Hill-1	Santa Clara	Morgan Hill SRTS Action Plan Implementation and Related Infrastructure Improvements	\$1,398	\$1,188	392	796						796	392	Infrastructure + NI - S	X	X	78
4-San Francisco Municipal Transportation Agency-3	San Francisco	Hairball Intersection Improvements Phase 2	\$3,638	\$2,646		2,646						2,646		Infrastructure - M	X		78
4-Concord-1	Contra Costa	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$4,351	\$2,962	2,962							2,962		Infrastructure - M	X		77
4-Millbrae-1	San Mateo	Millbrae Avenue Bicycle/Pedestrian Overcrossing Bridge Project	\$19,500	\$17,000				17,000				17,000		Infrastructure - L			77
4-Alameda County Public Works Department-3	Alameda	Somerset Avenue SRTS Corridor	\$5,329	\$3,684			3,684					3,684		Infrastructure - M		X	74
4-Albany-2	Alameda	Ohlone Greenway Trail Safety Improvements	\$485	\$410	410							410		Infrastructure - S	X	X	74
4-Oakland-1	Alameda	Coliseum BART to Bay Trail Greenway Connection	\$16,094	\$2,512	1,004		1,508		1,004	1,508				Infrastructure - L	X		74
4-Windsor-1	Sonoma	Windsor River Road/Windsor Road Multimodal Accessibility and Safety Improvements	\$12,859	\$3,494	319	3,175				199	120	3,175		Infrastructure - L	X	X	73
4-Alameda County TC-2	Alameda	Alameda County School Travel Opportunities Program	\$4,178	\$3,761	3,761								3761	Non-Infrastructure	X	X	71
4-Fremont-2	Alameda	I-880 Bicycle and Pedestrian Bridge and Trail	\$50,549	\$39,470	1,000	38,470					1,000	38,470		Infrastructure - L	X		71
4-San Mateo-1	San Mateo	Hillsdale/US-101 Bicycle/Pedestrian Bridge Project - PS&E Phase	\$40,037	\$3,090	3,090					3,090				Infrastructure - L		X	71
4-Alameda County Public Works Department-13	Alameda	San Lorenzo Creek Multi-Use Trail	\$35,223	\$6,200	5,400				800	5,400				Infrastructure - L	X	X	70
4-Alameda County Public Works Department-1	Alameda	Castro Valley Elementary SRTS	\$3,600	\$2,135			2,135					2,135		Infrastructure - M		X	69
4-Berkeley-2	Alameda	SRTS Improvements - Oxford and Jefferson Schools	\$342	\$273	41	232				41		232		Infrastructure - S		X	69
4-Contra Costa County-4	Contra Costa	San Miguel Drive Complete Street	\$1,543	\$1,388	250		1,138		100	150		1,138		Infrastructure - M			69
4-Richmond-8	Contra Costa	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$3,932	\$3,768	508		3,260		19	312	177	3,260		Infrastructure - M	X		68

**2019 Active Transportation Program Application Scores - District 4 San Francisco Bay Area**  
(\$1000's)

Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-Alameda County Public Works Department-8	Alameda	Grant Elementary School SRTS Project	\$944	\$782	135	647			45	90		647		Infrastructure - S	X	X	67
4-San Mateo-2	San Mateo	City of San Mateo SRTS Phase 2	\$474	\$474	474								474	Non-Infrastructure		X	66
4-Half Moon Bay-1	San Mateo	East Side Parallel Trail Completion Project	\$6,958	\$6,157	680	5,477			100	400	180	5,477		Infrastructure - M		X	65
4-Vallejo-1	Solano	Vallejo Bluff Trail Connector Project	\$7,080	\$7,030	1,134	680	5,216		454	680	680	5,216		Infrastructure - L	X		65
4-Alameda County Health Department-1	Alameda	Upcycle - A Network of Bicycle Transportation Centers	\$693	\$625	625								625	Non-Infrastructure	X		64
4-Rio Vista-1	Solano	Rio Vista Active Transportation Link to Downtown	\$1,489	\$1,489	40	150	1,299		40	150		1,299		Infrastructure - S	X		64
4-South San Francisco-3	San Mateo	Junipero Serra/Hickey/Longford Bicycle & Pedestrian Improvements	\$5,931	\$5,931	175	530	5,226		175	500	30	5,226		Infrastructure - M			64
4-Napa-1	Napa	West Park Elementary School Pedestrian Infrastructure Improvements	\$316	\$316		10	45	261	10	45		261		Infrastructure - S		X	62
4-San Mateo County-2	San Mateo	Gray Whale Cove Pedestrian Improvement Project	\$2,775	\$1,578	1,578							1,578		Infrastructure - M			62
4-Lafayette-1	Contra Costa	School Street SRTS	\$5,216	\$5,216	2,875	2,341			50	325	2,500	2,341		Infrastructure - M		X	61
4-Petaluma-1	Sonoma	City of Petaluma SRTS Infrastructure Project	\$2,310	\$1,986	264	1,722			26	212	26	1,722		Infrastructure - M	X	X	60
4-Petaluma-2	Sonoma	River Trail - Highway 101 Crossing Project	\$2,115	\$2,065	50	2,015			50	50	10	1,955		Infrastructure - M			60
4-San Francisco Municipal Transportation Agency-5	San Francisco	Muni Forward 30 Stockton Improvements (3rd Street)	\$13,601	\$8,300				8,300				8,300		Infrastructure - L	X		59
4-Belmont-1	San Mateo	Belmont - Ralston Avenue Corridor Streets Improvement Project	\$4,675	\$3,655				3,655				3,655		Infrastructure - M		X	58
4-Alameda County Public Works Department-5	Alameda	Niles Canyon Trail	\$92,625	\$974	974				974					Infrastructure - L			56
4-South San Francisco-2	San Mateo	Spruce Avenue Pedestrian Safety Improvement Project	\$851	\$767	767					128		639		Infrastructure - S	X	X	56
4-Corte Madera-1	Marin	Central Marin Regional Pathways Gap Closure Project	\$2,470	\$1,600		1,600						1,600		Infrastructure - M	X		55
4-San Francisco Public Works-2	San Francisco	Ridge Lane	\$4,050	\$3,585	428	3,157			27	401		3,157		Infrastructure - M	X		55
4-Hayward-1	Alameda	Mission Boulevard Corridor Improvements Phase 3 Project	\$15,505	\$3,108	3,108							3,108		Infrastructure - L	X		54
4-Solano Transportation Authority-1	Solano	Solano County Safe Routes to Transit Projects	\$4,772	\$3,731		3,371		360			75	3,296	360	Infrastructure - NI - M	X		53
4-San Mateo County-3	San Mateo	Mirada Road Pedestrian & Bicycle Bridge Replacement and Bank Stabilization Project	\$2,662	\$2,356	2,356							2,356		Infrastructure - M			52
4-Sunnyvale-1	Santa Clara	Braly Elementary School SRTS	\$2,688	\$2,150			2,150					2,150		Infrastructure - M	X	X	52
4-Alameda County Public Works Department-2	Alameda	D Street SRTS	\$4,725	\$3,800			3,800					3,800		Infrastructure - M	X	X	51
4-Half Moon Bay-2	San Mateo	Naomi Patridge Trail Extension South	\$3,742	\$3,303	425	2,878			80	250	95	2,878		Infrastructure - M		X	46
4-Alameda County Public Works Department-7	Alameda	Lewelling Boulevard SRTS Corridor	\$3,586	\$2,312			2,312					2,312		Infrastructure - M	X	X	45
4-Albany-1	Alameda	Albany Complete Streets for San Pablo Avenue and Buchanan Street	\$3,495	\$2,264		2,264						2,264		Infrastructure - M		X	45
4-Cupertino-1	Santa Clara	Stevens Creek Boulevard Separated Bike Lanes Phase 2 Project, Cupertino	\$5,400	\$5,400	5,400					963		4,437		Infrastructure - M		X	44
4-South San Francisco-1	San Mateo	Sunshine Gardens Safety and Connectivity Improvement Project	\$494	\$437	437							437		Infrastructure - S	X	X	44
4-Contra Costa County-1	Contra Costa	Treat Boulevard Bicycle & Pedestrian Improvements	\$1,785	\$1,565	100		1,465			100		1,465		Infrastructure - M			40
4-Marin County-1	Marin	North-South Greenway Gap Closure Project	\$8,048	\$6,548	2,100	4,448				400	1,700	4,448		Infrastructure - L	X		38
4-Alameda County Public Works Department-10	Alameda	Hayward High School SRTS Project	\$596	\$497	103	394			25	78		394		Infrastructure - S	X	X	37.5
4-Alameda County Public Works Department-9	Alameda	Del Rey Elementary School SRTS Project	\$449	\$375	80	295			20	60		295		Infrastructure - S	X	X	37.5
4-Atherton-1	San Mateo	Atherton Avenue Bicycle Lanes	\$1,852	\$1,564			1,564					1,564		Infrastructure - M	X		31
4-Alameda County Public Works Department-4 *	Alameda	Proctor Elementary School SRTS	\$5,150	\$796	354	442			354	442				Infrastructure - M		X	N/A
4-Alameda County Public Works Department-6 *	Alameda	Heyer Avenue SRTS Corridor	\$2,600	\$398	177	221			177	221				Infrastructure - M		X	N/A
4-San Francisco Municipal Transportation Agency-2 *	San Francisco	27 Bryant Tenderloin Transit Reliability Enhancement Project	\$6,943	\$5,057		5,057						5,057		Infrastructure - M	X		N/A
4-Union City-1 *	Alameda	Decoto Road Rehabilitation and Complete Street Project	\$17,373	\$13,692	39	1,182	12,471		39	1,182		12,471		Infrastructure - L		X	N/A

\* Project application did not receive a score because it was found to be ineligible for the Active Transportation Program.

CON: Construction Phase  
 DAC: Benefit to Disadvantaged Communities  
 NI: Non-Infrastructure  
 PA&ED: Environmental Phase  
 Plan: Active Transportation Plan  
 PS&E: Plans, Specifications & Estimate Phase

RW: Right-of-Way Phase  
 SRTS: Safe Routes to School  
 S: Small  
 M: Medium  
 L: Large

## Caltrans District 4 Pedestrian Advisory Committee (PAC) Work Plan – Policies, Plans, and Procedures Matrix

Track No.	Policy/Procedure	Summary	Initiation Date	Status	Goals and Next Steps
P-1	Pedestrian Safety Monitoring Program (PSMP) and safety projects	Caltrans HQ developed a pilot program to identify High Collision Concentration Locations and countermeasures	Sept 2016	<ul style="list-style-type: none"> <li>Sept 2016 - Presented to PAC</li> <li>33 locations in D4 investigated, improvements proposed</li> <li>April 2017 - Update on crosswalk enhancement projects by Roland</li> <li>Sept 2018 - update to PAC</li> </ul>	<ul style="list-style-type: none"> <li>PAC to track progress of PSMP</li> </ul>
P-2	Pedestrian environment at freeway undercrossing	PAC requested information on policies and guidance affecting pedestrian environment at freeway underpasses	March 2016	<ul style="list-style-type: none"> <li>Presentation to PAC Mar 2016</li> <li>Request for more info on lighting standards</li> </ul>	<ul style="list-style-type: none"> <li>Track projects and guidance affecting pedestrians at freeway undercrossings</li> </ul>
P-3	Pedestrian accommodations on Diverging Diamond Interchanges (DDI)	Topic recommended for future meeting	March 2016	<ul style="list-style-type: none"> <li>A project has not been identified where a DDI is the preferred alternative</li> <li>DDI guidance released Jan 2018</li> </ul>	<ul style="list-style-type: none"> <li>Look for opportunities for PAC to review project(s) that may include a DDI.</li> </ul>
P-4	District 4 Pedestrian Plan	Identify and prioritize pedestrian safety and mobility needs on the State transportation network in D4.	Dec 2018	<ul style="list-style-type: none"> <li>Scope not yet developed. Plan expected to be initiated in late 2018</li> </ul>	<ul style="list-style-type: none"> <li>Updates to PAC once plan is initiated</li> </ul>
P-5	Active Transportation Program (ATP) Proposals	District 4 is eligible to apply for ATP funds. With completion of the D4 Bike Plan, District 4 is starting to look at pedestrian and bicycle improvements that may be eligible and competitive for these funds.	March 2018	<ul style="list-style-type: none"> <li>ATP cycle 4 app submitted in July 2018, not recommended for funding</li> <li>One project in Bay Area recommended in cycle 4 statewide component</li> </ul>	<ul style="list-style-type: none"> <li>Track progress of ATP</li> </ul>
Closed	Directional Curb Ramps	District 4 developed a Design Information Handout on directional curb ramps		<ul style="list-style-type: none"> <li>March 2016 - Presented draft handout to PAC</li> <li>July 2016 - Handout finalized</li> </ul>	
Closed	US 101 South Corridor Plan	Corridor plan being developed to include evaluation of existing pedestrian conditions, needs, and potential improvements.	Sept 2017	<ul style="list-style-type: none"> <li>Presented to PAC in Sept 2017</li> <li>Initial plan completed Dec 2017</li> <li>Option for more extensive plan in the future</li> </ul>	

Shaded = Resolved or not active

## Caltrans District 4 Pedestrian Advisory Committee (PAC) Work Plan – Projects Matrix

County Route	Project Name	Summary and Issue(s)	Initiation Date	Project Status	Next Steps
ALA 80/580	I-80/580 Gilman Street Interchange Project	Interchange improvement project includes two roundabouts and a grade-separated pedestrian-bicycle overcrossing (PBOC)	Mar 2016	<ul style="list-style-type: none"> <li>Presented to PAC in Mar 2016</li> <li>PAC support for wider path option</li> <li>PAC+BAC update in June 2016</li> <li>ATP awarded for PBOC</li> <li>Alameda CTC working with their BPAC on PBOC options</li> </ul>	•
SON 101	Connecting Central Windsor	Pedestrian and bicycle improvements across US 101 in the Town of Windsor	Sept 2017	<ul style="list-style-type: none"> <li>Presented to PAC in Sept 2017</li> <li>Project in planning/concept stage</li> </ul>	•
ALA 123	University Village cycle track on San Pablo Ave	A two-way, raised cycle track is being developed along San Pablo Avenue in Albany. An AC Transit bus stop is being relocation at Monroe St.	Sept 2016	<ul style="list-style-type: none"> <li>Presented to PAC in Sept 2016</li> <li>Project completed, PHB activated in January 2018</li> </ul>	•

Shaded = Completed Project

## Caltrans District 4 Bicycle Advisory Committee (BAC) Work Plan – Policies, Plans, and Procedures Matrix

Track No.	Policy/Procedure	Summary	Initiation Date	Status	Goals and Next Steps
B-1	Design Information Bulletin 89 – Class IV Separated Bikeways	Caltrans design guidance for Class IV separated bikeways	Oct 2015	<ul style="list-style-type: none"> <li>Draft presented to BAC in Oct 2015</li> <li>12/2015: Final Published Dec 2015</li> <li>DIB 89-01 update in early 2018</li> </ul>	<ul style="list-style-type: none"> <li>Share updates and opportunities for input</li> </ul>
B-2	Guidance and practices in highway design	Provide updates and input on Highway Design Manual and Design Information Bulletins	Ongoing	<ul style="list-style-type: none"> <li>Jan 2016 – Shared updates to BAC on incorporating Class IV/DIB 89</li> <li>April 2016 – Discussion on Figure 1003.1B Class I path separation</li> </ul>	<ul style="list-style-type: none"> <li>Share updates and opportunities for input</li> </ul>
B-3	Guidance and practices in Traffic Control Devices	Provide updates and input on practices and guidance in CA Manual on Uniform Traffic Control Devices (CA MUTCD) and Interim Approval guidance	Ongoing	<ul style="list-style-type: none"> <li>Jan 2016 – Updates to BAC on bicycle signal guidance</li> <li>Mar 2018 – CA MUTCD updated to include Class IV bikeways, added sharrow guidance</li> </ul>	<ul style="list-style-type: none"> <li>Share updates and opportunities for input</li> </ul>
B-4	District 4 Bike Map	Map of bicycle access on State highways and alternate routes where they are prohibited	April 2016	<ul style="list-style-type: none"> <li>BAC reviewed draft bike map April 2016</li> <li>Finalized Aug 2016</li> <li>Update needed!</li> </ul>	<ul style="list-style-type: none"> <li>Bike map is a living document</li> <li>Requests for updates to Sergio</li> </ul>
B-5	District 4 Bike Plan	Bike Plan identifies and prioritizes bicycle safety and mobility needs on and across State highways	June 2016	<ul style="list-style-type: none"> <li>Plan initiated summer 2016</li> <li>Plan completed, released in April 2018</li> </ul>	<ul style="list-style-type: none"> <li>Implement projects</li> <li>Suggestions for future updates to Sergio</li> </ul>
B-6	Senate Bill 760 – Complete Streets in Caltrans	Bill original intended to require Caltrans to include complete streets, performance measures and reporting in Asset Management Plan	2017	<ul style="list-style-type: none"> <li>Jan 2018 - Bill revised, put on hold</li> <li>Jan 2019 - Bill revised again with requirement for Complete Streets, performance measure targets in the SHOPP.</li> </ul>	<ul style="list-style-type: none"> <li>Track progress of SB 760</li> </ul>
B-7	Maintenance of local streets across highways, PBOCs	Issues related to Caltrans requirements on maintenance agreements for highway crossing facilities	Jun 2018	<ul style="list-style-type: none"> <li>Maintenance agreement areas of responsibilities typically negotiated on a case-by-case basis</li> <li>Boilerplate conditions used</li> </ul>	<ul style="list-style-type: none"> <li>TBD</li> </ul>
B-8	Bicycle Safety Monitoring Program	Caltrans HQ developed a pilot program to identify High Collision Concentration Locations and countermeasures	Sept 2016	<ul style="list-style-type: none"> <li>Presented to BAC in Oct 2018</li> <li>Investigations ongoing</li> <li>Update to BAC at April 2019 meeting</li> </ul>	<ul style="list-style-type: none"> <li>BAC to track progress</li> </ul>

Shaded = Resolved or not active

## Caltrans District 4 Bicycle Advisory Committee (BAC) Work Plan – [Projects Matrix](#)

County Route	Project Name	Summary and Issue(s)	Initiation Date	Status	Next Steps
CC 4	Bicycle access on State Route 4 Cummings Skyway and Willow Ave	Initiated by Ole – signs currently restrict bicyclists on expressway segment of SR 4	June 2016	<ul style="list-style-type: none"> <li>• Sept 2018 - Sign order to lift restrictions submitted</li> <li>• BAC agenda item for Oct 2018</li> <li>• Jan 2019 update – sign order is “with the vendor.”</li> </ul>	<ul style="list-style-type: none"> <li>• Follow up and update to Ole/BAC on status</li> </ul>
SM 35/1	Skyline Blvd and Hwy 1 Interchange	Bicycle access on Skyline Blvd across Hwy 1 interchange in Daly City	2017	<ul style="list-style-type: none"> <li>• Stakeholder survey in May 2017</li> </ul>	<ul style="list-style-type: none"> <li>• Stakeholder meeting to be scheduled, implementation TBD</li> <li>• Updates to BAC</li> </ul>

Shaded = Resolved or not active



## Caltrans District 4 Pedestrian Advisory Committee (PAC) + Bicycle Advisory Committee (BAC) Work Plan – Projects Matrix

County Route	Project Name	Summary and Issue(s)	Date Initiated	Project Status	Next Steps
CC/MR N 580	Richmond-San Rafael Bridge Operational Improvement Project	Pilot Project includes a 10 ft Class I path on the upper deck, separated by a moveable barrier.	Oct 2014	<ul style="list-style-type: none"> <li>• Presentation to BAC Oct 2014</li> <li>• Presentation to PAC+BAC Jan 2016</li> <li>• Project under construction</li> </ul>	<ul style="list-style-type: none"> <li>• Track project and improved connections to bridge</li> <li>• Update on operational plan requested in June 2017</li> </ul>
SF 80	Bay Bridge West Span Path	Planned pedestrian and bicycle path on the Bay Bridge West Span		<ul style="list-style-type: none"> <li>• Caltrans study completed</li> <li>• MTC-funded study in development; alternative narrowed down</li> <li>• Presentation to PAC+BAC in Jan 2018</li> <li>• Public workshop held in Nov 2018</li> </ul>	<ul style="list-style-type: none"> <li>• Track study and potential future phases</li> <li>• Update to PAC+BAC requested in June 2017</li> </ul>
SCL 101/237	Mary Avenue Bridge	Draft environmental document includes alternatives for a Mary Avenue overcrossing with bike & ped facility, no connection to the east		<ul style="list-style-type: none"> <li>• Update at Oct 2018 BAC meeting – City is the lead agency, Transportation Impact Analysis is underway, community outreach in Spring 2019</li> </ul>	<ul style="list-style-type: none"> <li>• TBD</li> </ul>

## Caltrans District 4 Pedestrian Advisory Committee (PAC) + Bicycle Advisory Committee (BAC) Work Plan – Policies and Procedures Matrix

Track No.	Policy/Procedure	Summary	Date Initiated	Status	Goals and Next Steps
PB-1	Mode Separation for Shared-use Paths	Steven Grover presented research findings of best practices on mode separation of multi-use paths	June 2016	<ul style="list-style-type: none"> <li>• Presentation to PAC+BAC June 2016</li> <li>• Subcommittee met in February 16, 2017</li> <li>• Ongoing discussions through 2018</li> <li>• Letter to HQ Design in Nov 2018</li> <li>• Response to PAC+BAC in Jan 2019</li> </ul>	<ul style="list-style-type: none"> <li>• Develop recommendations for Caltrans (done)</li> <li>• Discussion with HQ Design staff</li> </ul>
PB-2	Identify/prioritize interchanges that present barriers to pedestrian and bicycle travel	<ul style="list-style-type: none"> <li>• D4 Bike Plan will identify/prioritize barriers to bicycling, but not focused on pedestrians</li> </ul>	Jan 2017	<ul style="list-style-type: none"> <li>• Recommended for future meeting</li> </ul>	<ul style="list-style-type: none"> <li>• Look for opportunities with D4 Bike Plan recommended improvements and upcoming D4 Pedestrian Plan</li> </ul>
PB-3	Senate Bill 1 Road Maintenance and Rehabilitation Program	<ul style="list-style-type: none"> <li>• SB 1 provides new funding for transportation in CA (including ATP and planning), includes various requirements for complete streets</li> </ul>	June 2017	<ul style="list-style-type: none"> <li>• June 2017: Guidelines being developed for various new programs</li> <li>• Prop 6 on Nov 2018 ballot to rescind the gas tax (defeated)</li> </ul>	<ul style="list-style-type: none"> <li>• Track programs and guidelines resulting from SB 1</li> </ul>

PB-4	Regional Measure 3R	<ul style="list-style-type: none"> <li>Regional Measure proposed for 2018 to raise bridge tolls</li> </ul>	April 2017	<ul style="list-style-type: none"> <li>Potential future agenda item</li> </ul>	<ul style="list-style-type: none"> <li>TBD</li> </ul>
PB-5	Caltrans permitting and project approval process	<ul style="list-style-type: none"> <li>Local jurisdictions and project sponsors regarding Caltrans approval process, permitting, project oversight, design "exceptions"</li> </ul>	Sept 2018	<ul style="list-style-type: none"> <li>Identified as a need for improved communication and possible streamlining in the D4 Bike Plan</li> </ul>	<ul style="list-style-type: none"> <li>TBD</li> </ul>
PB-6	New mobility devices (e-scooters, bike share, etc)	<ul style="list-style-type: none"> <li>Use of shared and privately-owned mobility devices have increased dramatically in the past year</li> </ul>	June 2018	<ul style="list-style-type: none"> <li>PAC+BAC discussion in June 2018 mtg</li> <li>PAC discussion in Sept 2018 mtg</li> </ul>	<ul style="list-style-type: none"> <li>TBD</li> </ul>
--	Pedestrians and Bicyclists at Interchanges and Intersections	PAC+BAC subcommittee developed recommendations to reduce conflicts for pedestrians and bicyclists at interchanges and intersections.	Jan 2015	<ul style="list-style-type: none"> <li>Discussed on Jan 2015 and June 2015 joint meetings</li> <li>Joint PAC+BAC approved subcommittee recommendations June 2015</li> <li>Letter to Caltrans Director Aug 2016</li> <li>HQ Smart Mobility Branch relayed recommendations to HQ Design and Traffic Operations divisions</li> </ul>	<ul style="list-style-type: none"> <li>Continue to seek opportunities to provide input on D4 projects and HQ guidance affecting intersections and interchanges</li> <li>See #PB-5</li> </ul>
--	CA State Bike + Ped Plan	<i>Toward an Active California</i> , the CA State Bike & Ped Plan, is a policy-level plan for Caltrans to meet its goals and targets for walking and biking.	Jan 2016	<ul style="list-style-type: none"> <li>Draft released in Feb 2017, comments due March 10, 2017</li> <li>Final plan released in May 2017</li> <li>HQ Smart Mobility and Active Transportation Branch is the implementation lead</li> </ul>	<ul style="list-style-type: none"> <li>Track implementation of goals and strategies</li> </ul>
--	Roundabouts	Develop PAC_BAC recommendations for roundabout design guidance pedestrians and bicyclists	Oct 2016	<ul style="list-style-type: none"> <li>Presentation to BAC on Oct 19, 2016</li> <li>PAC+BAC Special Meeting Jan 2017</li> <li>Caltrans/FHWA training workshop on March 3, 2017</li> <li>Recommendations letter to HQ sent, response from Anton Clark – Sept 2017</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
--	State Smart Transportation Initiative report recommendations for Caltrans	The SSTI report provides an assessment and recommendations for Caltrans, some of which would help the department improve on meeting the needs of pedestrians.		<ul style="list-style-type: none"> <li>PAC sent letter supporting SSTI recommendations to Caltrans Director in Oct 2014</li> <li>Response letter in Jan 2015 thanking PAC members and directing them to <a href="http://www.dot.ca.gov/CIP/">www.dot.ca.gov/CIP/</a> for updates.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>

Shaded = Resolved or not active